

AUTOWEEK

APRIL 27, 2015

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DRIVES

VOLVO XC90

CADILLAC
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DODGE CHARGER
R/T SCAT PACK

MERCEDES-BENZ
C450 AMG

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MARC GEWERTZ



■ COVER PHOTO BY GEOFF OSBORNE



Autoweek (ISSN 0192-9674), Volume 65 Issue 8, is published every other Monday, except for the second issue in March and the third issue in August, at Grain Communications Inc., 1155 Gratiot Ave., Detroit MI 48207-2997. Periodicals postage paid at Detroit, Mich., and at additional mailing offices. Periodicals with ride-along enclosed in version 2 only. Subscription and Customer Service, (888) 289-6854. Subscription price is \$34.95 per year. Postmaster: Send address changes to Autoweek, 1155 Gratiot Ave., Detroit, MI 48207-2912. Canadian Post International Publications Mail Product (Canadian Distribution) Sales Agreement No. 40012650, GST No. 136760444. Canadian return address: 4960-2 Walker Road, Windsor, Ontario N9A-6J3. Printed in the USA. Reproduction in whole or in part without written permission is prohibited. Autoweek welcomes unsolicited manuscripts and photographs but cannot be held responsible for their return. © All contents copyright 2015 by Grain Communications Inc. All rights reserved. Autoweek allows its columnists the fullest latitude in expressing opinions on controversial subjects so its readers will be better informed. Views expressed are not necessarily those of the publication.

START

FRONT & CENTER

LINCOLN TOUTS AMERICAN LUXURY WITH CONTINENTAL

BY RORY CARROLL

■ AT THE NEW YORK auto show, Lincoln unveiled a new Continental, at least in concept form. It's exactly the car we've been saying Lincoln should build—and Lincoln intends to build it. Powered by a Lincoln-specific and Chinese displacement tax-friendly 3.0-liter V6, the production car should look very similar to the

concept below. It seems like a throw-back to the "golden age" of American luxury cars, and Lincoln now seems content to let Cadillac chase down the established German luxury carmakers on the 'Ring alone. Online, Bentley designer Luc Donckerwolke complained loudly that the Continental bore too strong a resemblance to a Bentley product.

GRILLE

■ Lincoln's "Flying Mustache" or split-wing grille is not long for this world; the company is replacing it across its lineup with something close to what you see here. The heavy mesh features cutouts in the shape of Lincoln logos.



HEADLIGHTS

■ The Lincoln logo makes another appearance in the five lenses of each LED/laser headlight cluster.

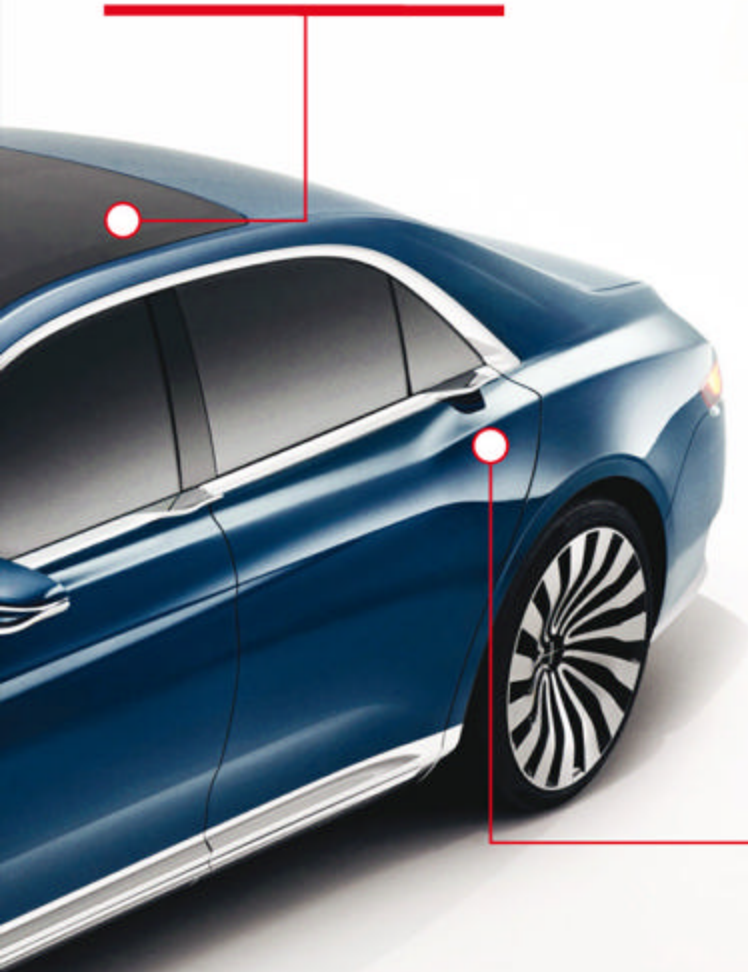
DRIVE LAYOUT

■ Executives weren't willing to discuss drive layout, so the question of whether the Continental makes do with front-wheel drive or features rear-wheel drive remains a mystery, though our money is on front-wheel drive. It just seems like they'd have served champagne at the reveal if they'd figured out a way to make rear-drive work.



ROOF

■ The Continental concept's roof can change from translucent to shaded electronically—we've seen this from Mercedes-Benz with MAGICSKYCONTROLVISION, or whatever Benz calls it.



'LIGHT THROUGH CHROME'

■ Another detail that won't make production, the Lincoln's "light through chrome" taillights are chrome when the lights are off, but warm LED lights shine through when the lights are on. Cool, but not ready for showrooms.

DOOR HANDLES

■ The little wings rising from the beltline are electronically activated door handles. Think of them as similar to those on the Tesla Model S, but not retractable. Is that detail going to see production? Perhaps, but not exactly like this.



REAR SEATS

■ The passenger-side rear seat is designed to appeal to a chauffeured owner. Crazy levels of adjustability; a champagne chiller; a little mirror table suitable for, well, you know; and the kind of deep, shearing carpet that makes the ladies—or guys, we suppose—slip right out of their heels. Also, the mirror table rises from the center console at the touch of a button, rotates and becomes a little desk. Flip it open and there's a tablet screen. Those cases that stick to the front seats with magnets have slippers in them. We stole a pair and we've been wearing them ever since. They're lovely. The other seats are almost as impressive as the big recliner. Lincoln said they're adjustable in 30 ways, including individual adjustments for each leg.

START

2015 NEW YORK AUTO SHOW

THAT'S A WRAP

ONE LAST BATCH OF CARS THAT CAUGHT OUR EYE IN THE BIG APPLE

THE BIGGEST NEWS FROM THE NY show was the return of the full-sizers—Lincoln Continental, Cadillac CT6—but smaller cars and SUVs want their moment, too. The Toyota RAV4 hybrid and Hyundai Tucson bring big mpg numbers, the new Maxima bowed after its Super Bowl debut and the Porsche Boxster Spyder made its triumphant return. Without further ado, we wrap up the 2015 New York International Auto Show.



PORSCHE: The special-edition 2016 Porsche Boxster Spyder returned from its sabbatical at the New York show. Like the first generation, it only offers a manual transmission and only comes with a manual removable top. Porsche has smoothed out the top's operation, so it

no longer requires an advanced engineering degree to see the sun.

The Spyder hides a 375-hp, 3.8-liter flat six under the hood, good for a 4.3-second sprint to 60 mph. The new convertible takes inspiration from the old 718 Spyder of 1960s fame.



ERIK FULLER (3)

HONDA: Honda's coupe concept is basically the 2016 Civic, and the company said Si hatchback and Type-R models are coming to the U.S.

(hallelujah!). Honda's VTEC 1.5-liter turbo four powers the car, and the sedan goes on sale this fall, with the coupe and hatchback following.



HYUNDAI: The 2016 Tucson SUV gets either a 164-hp, 2.0-liter I4 or a 175-hp, 1.6-liter turbo four. A six-speed automatic is standard; the smaller

four uses a seven-speed dual-clutch transmission. Eco trims with front-wheel drive should return 29 mpg combined. All-wheel drive is optional.





Kia Optima



Nissan Maxima



Toyota RAV4 hybrid

MORE FROM THE FLOOR

KIA: The 2016 version of the Optima, Kia's best-seller, is slightly taller, longer and wider—the company is wisely not messing too much with success. Three engines are offered, two carrying over from the outgoing model: the 185-hp 2.4-liter four (offered on the EX and LX models) and the 247-hp 2.0-liter turbo four (SX Turbo and SXL models). The new engine is a 178-hp, 1.6-liter turbo four on LX models. The '16 Optima goes on sale late in 2015.

NISSAN: The redesigned (and now much curvier) 2016 Maxima goes on sale in June, boasting an expected 15 percent increase in fuel economy over the current model to 30 mpg combined. A 3.5-liter VQ-series V6 producing 300 hp powers the car, connected to an Xtronic continuously variable transmission. Extra goodies are intelligent cruise control, predictive forward-collision warning and blind-spot warning. Navigation is standard, with Sirius XM traffic available.

SUBARU: Subaru's STI Performance concept was meant to show the STI-branded aftermarket parts, STI-tuned cars and motor-sports. Clearly, Subaru wants to expand its U.S. market reach. An STI-developed turbocharged boxer-four making well north of 300 hp (from the BRZ Super GT racer that competes in Japan) powers the concept. We're likely not getting a race-car engine in a production Subaru anytime soon, though we can expect suspension, chassis, brake and aerodynamic goodies on future STI-prepped road cars. We'll first see an STI-tuned BRZ here in the States with upgraded suspension, Brembo brakes and 18-inch Enkei wheels in roughly 18 months.

TOYOTA: The 2016 Toyota RAV4 hybrid will be offered in two trims: XLE and Limited; both get all-wheel drive and 17-inch wheels. The new RAV4 hybrid delivers more horsepower, better acceleration and more miles per gallon than the outgoing model. Other new features include an available 7-inch touchscreen, updated controls, an additional USB port and a Bird's Eye View Monitor. 🐦



Subaru STI concept

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AUTOWEEK

START

MOVERS & SHAKERS

HISTORICALLY ACCURATE

NO ONE'S HAVING A BETTER TIME THAN CRIS VANDAGRIFF

BY MARK VAUGHN

Q AMONG ALL HIS OTHER DUTIES, CRIS Vandagriff, president of the Historic Motor Sports Association, is the guy who makes sure all the cars on the grid at all six HMSA events are authentic—just as they were raced back in the day, with the exception of modern safety equipment. This includes over 400 cars at the Rolex Monterey Motorsports Reunion, which HMSA sanctions. He goes through all of them, widget by widget.

"People say, 'Why do you care? Quit being so picky,'" Vandagriff said when we caught up with him between races. "Well, it's the way I remember the cars."

And does he ever remember.

Growing up in his dad Chic's car dealership—Hollywood Sports Cars—he knew all the great race cars of the post-war era. All of them, from tiny and affordable MGs and Austin Healeys to mighty Cobras and Ferraris. Vandagriff worked at Hollywood Sports Cars, the second-largest Ferrari dealership in the world, starting at age 8. He saw everything. Elvis used to buy his Ferraris there. Steve McQueen was a regular. The Rolling Stones all came in one day and bought two Ferraris each. Vandagriff once had to tell his dad that Alice Cooper was, in fact, a real client. Which Cooper was—thanks to Vandagriff, as it turned out.

Young Vandagriff was also intimately involved in Hollywood Sports Car's racing endeavors. The racing circuit was his summer school. Once school got out, he traveled the country with his father's race teams in the golden era of U.S. sports-car racing—with HSC entries in everything from the Cal Club and the SCCA Runoffs to Can-Am. HSC drivers included Chris Amon, Ronnie Bucknam and Jerry Titus. Peter Revson and Pedro Rodriguez were like uncles to Vandagriff.

So if Vandagriff says your Nuclear Ferlinghetti Byzantium never had that particular curlicue on the front fender, he is right and you are wrong. Vandagriff presides over the HMSA just as his dad did over earlier racing organizations—he's tough but fair.

As for the present and near future of HMSA, business is good but could be better. Despite taking a hard hit after the recession, Vandagriff sees it improving.

The growth may occur with newer cars that can bring in younger entrants.

"All the young people love the LMP cars," he said.

Say hello to him if you see him in the paddock at Monterey this year. If you can catch him. 🏁





IT'S IN THE DETAILS.

You know every inch of your bike. Not just the engine size, or the color code of the paint. It's the special details that only you know about. Like the way the exhaust opens up just right at 3,200rpm. Or that scuff on the footpeg you picked up while riding through Deal's Gap.

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UNDER THE HOOD

\\ DIGITAL \\ CULTURE \\ EVENTS



KYLE BURT

FANTASY CAMP IS ALMOST HERE

THE 2015 AUTOWEEK/ZF FANTASY Camp is less than a month away. We've been busy picking the 10 performance sedans for our 20 campers to put through their paces on Sonoma Raceway's road course. In addition to a day of on-track driving, participants will enjoy an exclusive dinner and tour of the TRG-Aston Martin Racing shop. Tudor United SportsCar Championship driver Scott Pruett will provide driver coaching. To follow the action, visit autoweek.com/fantascamp or search #AWZFFantasyCamp on Twitter to see live updates beginning early May.

THIS DAY IN AUTOWEEK HISTORY, APRIL 27, 1963

Leading up to the '63 Indianapolis 500, driver Dan Gurney (listed on the masthead as a contributing editor) penned a front-page, first-hand account detailing his radical (at the time) rear-engine Indy project. Gurney said he first got the idea to do Indy in the early '50s, "and it's been fermenting in my mind ever since," he wrote. Gurney reported that he flew Colin

Chapman to the speedway, and they tapped Ford for horsepower—Indy's rear-engine revolution was underway. Pole-sitter Parnelli Jones won the race; Gurney finished seventh.

Also in the issue, Ferrari prototypes were quickest at the Le Mans time trials, and in our classified ads, one could buy a 1957 aluminum-body Mercedes 300SL Gullwing for \$4,900.

REVVED UP

*"This is Sno*Drift," Carlife, Graham Kozak, March 30*

I would like to thank you for your article on the Sno*Drift rally. My son and I have been racing with Rally America since our first Sno*Drift event in 2014. We were more than surprised to see our '94 Legacy as the main photo. Thank you, we are famous for a second!!!! I have never seen a racing sport where the competitors actually support one another to extremes to keep everyone racing.



We had a clutch master cylinder rebuilt by another team in Wellsboro, Pa. Competitors will actually sacrifice their stage times to pull a competitor out of a ditch. We have pulled others; usually when we

go off, we are done! Tell your photographer his work was great. Thank you very much again! Very refreshing to see coverage that is not sponsored by a major corporation.

Ronald Jacques, via email

"Race or Science Experiment?" Competition, Steven Cole Smith, March 30

After reading the Formula E article, I watched the Long Beach race. I've been a racing enthusiast for over 50 years: Only way I'll watch this again is if they use clothespins and playing cards to mask the screeching.

Larry Widmer, via email

"Game On," Competition, Curt Cavin, March 30

After staring for a few minutes at both the frontal photo of the new Andretti Autosport Dallara with its Honda aero package ... and then the "Body Double 2" comparo on the But Wait, There's More... page, my only thoughts were "just because you can doesn't mean you should," followed by "if you need to hang a couple of stepladders on the nose to get enough downforce, you may have done something very wrong much earlier in the design phase."

Peter Linsky, via email



From Autoweek's Twitter @AutoweekUSA

This Citroën mechanic wishes you a happy Monday.

@valis86: pictured, two Eaters of Souls that live to frustrate you.

@FoundV: "I see your problem; ya got a hairball in the intake."



WHAT GETS YOU REVVED UP?

Check us out on social media. Send comments, questions to awletter@autoweek.com

FLASH

NO CANYON FIGHTER

■ Ram boss Bob Hegbloom says a midsize pickup is not in the company's plans for now, in spite of what you might have heard or read elsewhere. Automotive News reports that Hegbloom believes midsize's cheaper price, smaller size and better fuel economy made them popular in the '80s, but today, he says, full-size pickups approach 30 mpg and aren't that much more expensive. Any significant mpg increase would make a Ram midsize truck too expensive, so he just doesn't see a market.

ON THE OTHER HAND ...

■ Don't tell that to Nissan or Daimler—the two companies are teaming up to develop a new midsize pickup for Mercedes-Benz. As of now, the truck is designated for outside North America, but Mercedes-Benz U.S. president and CEO Steve Cannon says he's studying whether to sell a version here. Cannon said it wouldn't come until, at the earliest, the '18-'19 time frame, so MBUSA has time to analyze the market and decide. He told Automotive News that he hopes to make up his mind by the end of the year.

BRIDGING THE MINI GAP

■ Mini's second attempt at breaking the record for the largest Mini parade takes place Aug. 1 with a mob of Minis across Michigan's 5-mile-long Mackinac Bridge. The record—1,450 Minis—was set in 2009 at the London

& Surrey Mini Owners Club meet, filling the Crystal Palace Park. The first Michigan event, Mini on the Mack, was in 2013. Mini of Grand Rapids organized it and is also behind this year's attempt. After the car count is made on the bridge, owners head to St. Ignace for lunch. Then it's on to the Bayside Music Festival for an evening of drinks, food, music and fireworks. To register, go to minionthemack.com. It costs \$25 for adults and \$15 for children. Price includes the bridge toll, event setup, mementos, lunch, shuttle service and entry into the music festival. Sounds like a great deal on some fun.

LITTLE BIG UTE



■ Mercedes-Benz is showing its BMW X4-fighting GLC coupe concept at the Shanghai motor show. The GLC coupe is based on the next-generation GLC-class, formerly the GLK, and follows the GLE coupe ("Phoenix, Rising," Feb. 2). The GLE coupe will compete mostly with the BMW X6 and has been confirmed for production sporting a 362-hp, 384-lb-ft twin-turbo V8 and 4Matic all-wheel drive as the GLE 450 AMG Sport Coupe, on sale this summer.

RIP, CROSSTOUR

■ Honda's Crosstour is dead after this year due to sales falling short of the automaker's expectations since its 2010 launch. Axing the Crosstour allows Honda's East Liberty, Ohio, plant to focus on the CR-V and Acura RDX, Honda says. The company also said the upcoming HR-V meets needs the Crosstour once targeted.



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TRAVELS WITH FARLEY › By Cory Farley



GETTY IMAGES/WARNER BROTHERS

First come self-driving cars ... soon after?
Yep, the wild s#*t from "The Matrix."

WE'VE SEEN THIS MOVIE BEFORE

"SELF-DRIVING CARS HAVE been a dream ... and a significant number of consumers are ready to let go of the wheel, according to two recent surveys. (In one), 44 percent of respondents said they would be likely to purchase a self-driving car. In a second ... three-fourths of respondents ages 25-34 said self-driving cars were appealing. Overall, they appealed to 66 percent."

—*San Francisco Chronicle*, Feb. 3

Saw that in my morning paper. I have no idea what to make of it.

It's apparently serious, by which I mean not satire. It fits a developing picture. Automakers are fretting over declining interest in cars. The high-schoolers in my neighborhood aren't as eager to drive as my kids were 10 years ago. My suburban neighbors complain about our eight-minute, almost-traffic-free trek into Reno as though they had to hitch up oxen and fight off grizzlies.

I knew that, but I assumed the apathy was at least partly economic. In my learner's permit days, a tenuously useful car cost about what I made after 100 hours of mounting tires at Ward's Auto Center. Its equivalent now would take twice the work, and insurance would double that. Kids can't afford it.

Apparently I was ... what's the word I'm looking for here? Wrong.

The most common reason people gave for cozying up to autonomous vehicles is the one that makes me wary: "a perceived increase in safety over manually operated cars."

Seriously? The thought of the brains behind autocorrect commanding my commute makes me cringe: "Fifteen mph? Sorry—I thought you meant 75."

Older drivers who might benefit most from the technology are least likely to adopt it. Three-quarters of under-35s would let Google do the driving, compared to only half of those 55-64. From 65 up, as vision fades and reflexes slow, just 45 percent are willing to surrender the wheel.

People have concerns, of course. A University of Michigan Transportation Research Institute survey found questions about safety and equipment failure. Legal questions remain, too. When autonomous vehicles collide, who sues whom?

Also surprising, at least to me: One-third of respondents in one survey were "disappointed" they couldn't drink alcohol en route. I like a beer as much as the next front-seat nondriver, but that number seems disturbingly high.

"Experts," according to the story, say autonomous cars will be on the road "significantly" by 2017, with 12 million a year sold by 2035. I'd bet against that—then again, I long ago bet against automatic transmissions ...

The *Chronicle* reporter quoted what she said was a Dodge Charger ad. I don't remember ever seeing the ad in question and can't find it online, but the words are too good to ignore:

"Hands-free driving, cars that park themselves, an unmanned car driven by a search-engine company? We've seen that movie before. It ends with robots harvesting our bodies for energy."

—cfarley@autoweek.com

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GIFT GUIDE \ SPRING

SEASON FOR GIVING

OUR PICKS FOR MOM, DAD AND MORE

FORGET DECEMBER: BETWEEN MOTHER'S AND Father's days and this year's fresh crop of graduates to contend with, spring is the season for giving. We've got you covered with a little something for everyone, so long as they've got a passion for the automobile—including a unique take on that old bugaboo, the dreaded silk necktie.


**1. MULSANNE
STRAIGHT SILK
NECKTIE**

Cyberoptix TieLab,
cyberoptix.com,
\$45

**2. GULF LIVERY
PASHMINA
SCARF**

Cyberoptix TieLab,
cyberoptix.com,
\$49

**3. BMW WILLIAMS
FW27 F1 GEAR
ASHTRAY**

LedonGifts,
etsy.com,
\$62

**4. CANVAS
GARMENT
WEEKENDER BAG**

Hook & Albert,
amzn.to/1CrbFIX,
\$445

**5. COFFEEBOX
K-CUP COFFEE
MAKER**

OXX,
oxx.com,
\$299

**6. REPLICA
PORSCHE
RACING POSTERS**

Pelican Parts,
pelicanparts.com,
\$41-\$45

BIKES \ 1962 NORTON MANX REPLICA

VINTAGE INTOXICATION

PUTTING THE ULTIMATE CLASSIC
RACING WEAPON TO THE TEST

BY JOHN L. STEIN

 BUILT IN BIRMINGHAM, England, from 1950 to 1962, Norton's "Feather-bed" Manx GP racers helped launch the careers of John Surtees, Mike Hailwood and others, and today are considered the quintessential British race bikes. So robust was the design that, even 53 years after the final Manx left the factory, independent shops are still faithfully re-creating them.

Last summer, nine-time Isle of

Man winner Bruce Anstey, the fastest man ever at the circuit, rode this very New Zealand-built replica to victory in the GP1 class at the Classic TT with a fastest lap of 108.1 mph—the best ever for a Manx. Although only world champions Kevin Schwantz, Andrew Stroud, Doug Polen and a few other racers have ever ridden it, builder Ken McIntosh allowed us a test in the country where it was born.



CARLIFE

Weighing a sprightly 320 pounds dry, the Manx is long and low. You sit well back in the cockpit, with arms and legs tucked behind the Avon-style fairing. The cable-operated throttle, magnesium drum brakes and multiplate clutch all have a decidedly mechanical action.

True to its 1960s roots, the Manx has no ignition switch or self-starter. At Pukekohe Park Raceway near Auckland, we turned on the fuel petcock and tipped the machine to the right to flood the big 40mm Amal GP carb, then maneuvered back onto a roller starter.

The Manx fires its avgas mixture instantly, becoming a bellowing, jangling beast. Accelerating onto the circuit and through the first few curves, it evokes the feeling of a decades-newer Ducati superbike: stable, predictable and utterly on rails. This "planted" feel remains everywhere on the track—a beautiful vestige of

Norton's mission to master bumpy, dangerous postwar GP courses.

Pukekohe's defining turn, a cresting right-hander ringed by a daunting concrete wall, speaks to the Manx's brilliance. Leaning over and locking onto an inside line, the bike communicates total confidence through the grips, seat and pegs. It is magic today, but in 1962 it must have been the two-wheel equivalent of Mark Donohue's "The Unfair Advantage."

The big-bore/short-stroke 500cc single-cylinder engine, built in England by Summerfield and aided by a short-throw six-speed TTI gearbox, eclipses 1960s-era Manx performance. Output approaches 60 hp (120 hp/liter), and the motor revs willingly to 8,600 rpm. Naturally, there is no speedometer, but maximum speed is reportedly 142 mph. The motor's bandwidth is equally impressive. Whereas



PHIL SMITH (6), GEOFF OSBORNE (2)

most big racing singles of the period are cursed with "megaphonitis," a stumbling hole in the middle of the powerband, the Kiwi Manx's engine pulls from 3,000 rpm to redline without so much as a hiccup.

Auckland-based McIntosh Racing has built a half-dozen copies of the IOM-winning bike so far. While the price certainly

BASE PRICE:

\$66,000

ON SALE: Now

OTHERS TO

CONSIDER:

■ 1958-63

Matchless G50

■ 1956-63 BSA

Gold Star

isn't cheap, the product is spectacular. An engineering marvel, as well as an *objet d'art*, this New Zealand-built Norton Manx replica literally runs as good as it looks. The total cocktail quickly spawns Isle of Man racing dreams. 🏁

To watch the Norton in action, go to bit.ly/aw-norton-manx



FEATURES

Norton's double-cradle "Featherbed" frame with swingarm rear suspension set the world standard for handling in its day and remains remarkable now; it is only improved by the Summerfield engine nestled within.





LOOKING GOOD, READY FOR ANYTHING

■ When you're ready to hit the track (figuratively—and hopefully not literally!), it pays to get your gear in order. Save for the Shoei helmet, everything here comes from respected manufacturer Alpinestars.

1. GP TECHLEATHER SUIT (\$2,200)

It's not cheap, but neither is new skin. This suit combines kangaroo and bovine leather, stretch panels and CE-approved armor and knee sliders to provide consummate protection. It's available in seven sizes and two color combos. You can't see them in the pho-

tos, but Tech Race undersuits (\$65 to \$110, or \$140 for a one-piece undersuit) add comfort and additional protection.

2. BIONIC BACK PROTECTOR (\$100)

CE-certified back protection doesn't need to be bulky or uncomfortable—this armor tucks neatly into the Techleather suit.

3. SUPERTECH R BOOTS (\$450)

Combining a lightweight inner bootie with a robust outer shell, these boots protect your feet without killing feel.

4. SHOEI X-12 HELMET (\$840)

In addition to its three-layer laminated shell, dual-layer EPS liner and washable inner liner, the X-12 also has 15 vents and a quick-release base plate. DOT and Snell 2010-certified, the street- and race-ready lid comes in six sizes and a wide range of colors.

5. GP TECH GLOVES (\$300)

Protect your hands with kangaroo leather and knuckle guards.

Grab all the gear right here: bit.ly/aw-track-gear

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because it demands to be seen
because it sets you free

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take Sunday drives and family road trips
make memories out of miles

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2016 VOLVO XC90

FLAGSHIP PREMIERE

VOLVO'S ALL-NEW XC90 IS FLUSH
WITH CREATURE COMFORTS

BY JAY RAMEY



VOLVO'S ALL-NEW XC90 IS one of the company's most important premieres in years. It replaces a model that has been on sale since 2002, a launch date unnervingly close to the days of dial-up Internet.

That span of time means everything is new in the 2016 model, from design language and engine to platform, with the XC90 growing in size while becoming plusher inside.

When the SUV goes on sale, it will only be available in AWD form and will start out with a turbocharged and supercharged direct-injected 2.0-liter four-cylinder engine connected to an eight-speed automatic transmission, producing 316 hp and 295 lb-ft of torque. One of Volvo's new Drive-E engines, the T6 that

we'll receive first will be joined by the T8 plug-in hybrid sibling later this fall, with that version producing north of 400 hp.

Volvo's flagship is packed with technology, starting with the new Sensus infotainment system that features a large vertical touchscreen basically shaped like an iPad, including a home button at the bottom.

The system strives to be intuitive and self-explanatory, requiring virtually no time for getting accustomed to it. Having spent a couple days with the setup, we found it easy to navigate.

Thankfully, not everything requires menu-spelunking, and there are still plenty of buttons to play with, among them a small cylinder-shaped wheel immediately south of the gear selector that controls

the various driving modes.

The interior is all new as well, having effectively skipped a couple of generations when it comes to design and ergonomics. Soft-touch padded leather surfaces can be found throughout the airy cabin, while the interior maintains a minimalist, uncluttered look.

The seats are the best part of the interior (as in just about every Volvo), even if the third row is still a little tough to access (as in just about every seven-seater on the market today).

Since this is a Volvo we're talking about, the XC90 is loaded to the gun-wales with safety technology: autonomous braking at intersections during left turns when an oncoming vehicle is detected; day-and-night pedestrian and



cyclist detection and avoidance; a new adaptive cruise control system, with automatic steering and braking inputs; a whiplash protection system; road-edge detection; and even run-off road protection that will keep the SUV upright if it goes into the ditch at speed.

Volvo brought us far from its northern home to try out the new XC90, with the deserted towns of northeastern Spain's tourist coast serving as the backdrop for our drive during what's considered winter here.

The XC90 is impressively quiet at highway speeds, hiding road and wind noise well, with the chassis exhibiting poise and control without feeling harsh or stiff.

The engine delivers the power without

much drama—this new four-cylinder doesn't have the roar of the V8 that was once required to serve up nearly identical performance figures, but we don't think it will be missed given how virtually noiseless the cabin has become.

The XC90 stays quiet in city driving, too, while brushing off potholes, and the chassis keeps the still-large SUV from rocking back and forth too much during stopping or accelerating. The XC90 offers a bit of body lean as we go through the roundabouts, but even that doesn't elicit complaint from the tires.

2016 VOLVO XC90

ON SALE: May

BASE PRICE: \$49,895

DRIVETRAIN: 2.0-liter 316-hp, 295-lb-ft supercharged/turbocharged I4; AWD, eight-speed automatic

CURB WEIGHT:

4,627 lb

0-60 MPH: 6.1 sec (mfr)

FUEL ECONOMY (EPA CITY/HWY/COMBINED): 20/25/22

The new electric rack-and-pinion steering system—in keeping with the theme of the SUV—is geared for comfort rather than sport. That said, it's not encumbered with a wooden feel or dialed-in weight.

We found the XC90 to be a vast improvement over the version it replaces, with the 2016 model taking aim at the Audi Q7, BMW X5 and Acura MDX. The base Momentum

trim level—already a plush version by European specs—will start at \$49,895.

Above that, the R-Design will focus on sporty details, with the Inscription trim adding additional luxury features. 🌟





2016 MERCEDES-BENZ C450 AMG SPORT 4MATIC

STREET HELLION JR.

C450 AMG SPORT—WHILE NO C63—IS A CAPABLE AND FUN RIDE

BY JONATHAN WONG

AS MUCH AS WE all would like to have a monster C63 in the garage, it's not in everyone's budget. Those who don't quite have C63 money but hanker for more sport in their C-class might consider the 2016 Mercedes-Benz C450 AMG Sport 4Matic arriving this fall.

The C450 replaces the C400 4Matic and serves as a more affordable entry point to AMG performance. No, it doesn't get the C63's twin-turbo V8 but instead packs a twin-turbo V6 with 362 hp and 384 lb-ft (up 33 hp and 30 lb-ft from the C400). The front axle, electromechanical steering system and adaptive sport suspension are lifted directly from the C63 to go along with larger brakes.

A seven-speed torque converter automatic transmission routes power to all



2016 MERCEDES-BENZ C450 AMG SPORT 4MATIC

ON SALE: September **BASE PRICE:** \$52,000 (est) **DRIVETRAIN:** 3.0-liter, 362-hp, 384-lb-ft twin-turbocharged V6; AWD, seven-speed automatic **CURB WEIGHT:** 3,693 lb **0-60 MPH:** 4.9 sec (mfr) **FUEL ECONOMY (EPA CITY/HWY/COMBINED):** 19/28/22 mpg (est)

four wheels, with the 4Matic all-wheel-drive system featuring 33 percent front and 67 percent rear fixed bias.

The Sport gets its own wheels, front bumper with larger air dams, diamond mesh grille inserts, matte-silver rear diffuser and trunk lid spoiler. The C-class' already-beautiful cabin is further decked out

with sport seats, flat-bottom steering wheel, aluminum trim, red accent stitching and checkered-flag instrument cluster dials.

While it's not the street hellion the C63 is, the C450 proved capable and fun on the winding Portuguese roadways where we got to test it. With AMG's dynamic select system

set to sport-plus, the blown V6 provides healthy thrust—particularly in the middle revs—and sounds mean doing it. Manual shift response is quick for a torque-converted automatic, with nice, rev-matching downshifts.

With the 4Matic's rear torque bias, the C450 rounds corners confidently on its 19-inch Dunlop Sport Maxx RTs. If you want a spirited daily driver, you won't need more grip than the C450's. The suspension allows a little roll, steering is responsive with good feedback and the brakes scrub speed confidently.

Drive the C450 AMG Sport with dynamic select in comfort, and the ride is just fine for normal commuting: well damped with light steering and more-leisurely shifts. That the C450 packs more performance while also being able to cruise comfortably positions it well to compete with Audi's S4, one of our favorites.

Or consider the C450 AMG Sport a nice consolation prize if the C63 is simply out of reach. It's not a full-monty AMG but is still a fun, comfortable luxury sports sedan. 🏁

W 2015 DODGE CHARGER R/T SCAT PACK

SCAT PACK FEVER

AND THERE IS NO CURE—DODGE OFFERS ANOTHER, CHEAPER WAY TO GET A NEARLY 500-HP HEMI CHARGER

BY MARK VAUGHN

□ WHAT BEST SUMS UP THE new Dodge Charger Scat Pack?

"No other vehicle, no other muscle car, offers more horsepower for under 40 grand," says Bob Broderdorf, Dodge's car brand boss.

Exactly how much horsepower do you get for your under-40 grand?

The 2015 6.4-liter Dodge Charger R/T Scat Pack offers 485 hp and 475 lb-ft for \$39,995. Broderdorf adds, in case it wasn't obvious, "That is an incredible value proposition." (Actually, adding delivery brings the sticker to \$40,990, but don't pop his bubble.)

Either way, he has a point: This is good power-to-dollar ratio. As far as pure muscle cars go, the Chevrolet Camaro SS offers 426 hp for around \$35K, and the Ford

Mustang GT gives you 435 hp for even less than that. For sedans, the mighty Chevrolet SS is really the only close competitor with 415 hp and 415 lb-ft but has a sticker of more than 45 large. Ford's Taurus lags behind in power and torque at 365 hp and 350 lb-ft but is priced right near the Charger at \$41,045. When you start looking at 400-hp European and Japanese sedans for under 40K, you'll find ... nada.

So the Scat Pack is a lot of horsepower for reasonable money, but how does it drive? About how you'd think 485 hp propelling 4,400 pounds would drive—it gets up and goes. Dodge says it hits 60 in the mid-four-second range and the quarter mile in the mid-12s. Top speed is a remarkable 175 mph. Dodge's standard Performance Pages programs launch control, a good thing for bracket racing. Dodge says regular racers should be able to beat launch-

control acceleration times with practice, but the Performance Pages offer repeatability and also allow you to turn the paddle shifters on and off, and to program steering, stability control and transmission modes.

We spent about an hour driving the Charger Scat Pack on suburban city streets and on the twisty Ortega Highway and found it fun in both environments. After a few untimed launches, we did not doubt Dodge's mid-four-second 0-60-mph figure, and it was fun adjusting the car's performance parameters. On the twisty roads, the Scat Pack proved well composed and enjoyable, but we kept comparing it to the Chevy SS. Chevy lists 0-60 for the SS at five seconds, slower in a straight line than the Dodge—but with its 3,975-pound curb weight and 415 hp, you might find the SS more agile in corners. Of the two, for straight-up drag racing, you'll want the Charger Scat Pack. For more of a handling sedan, we might recommend a Chevy SS.

Depending on whether you count the AWD versions as separate entities, the Charger has seven or nine versions; the Scat Pack is third from the top. It's a good addition. As Broderdorf says, "Not everyone can get a Hellcat." 🍌



2015 DODGE CHARGER R/T SCAT PACK

ON SALE: Now

BASE PRICE: \$40,990

DRIVETRAIN: 6.4-liter, 485-hp, 475-lb-ft V8; RWD, eight-speed automatic

CURB WEIGHT: 4,400 lb

0-60 MPH: 4.5 sec (mfr est)

FUEL ECONOMY (EPA CITY/HWY/COMBINED): 15/25/18 mpg




LONG-TERMER

2014 CHEVROLET SILVERADO
1500 LTZ CREW CAB

COOLING ON OUR CREW CAB

LONG-TERM PICKUP STILL
HAULS THE GOODS, EVEN
WITH DOWNSIZING ON
OUR MINDS

BY JAKE LINGEMAN

 FUNNY HOW AN OPINION on a truck (or a car) can drift by the season, month or week.

For instance, our long-term 2014 Chevrolet Silverado 1500 LTZ Crew Cab received nothing but praise in its first six months in our fleet.

"The truck feels as tight, smooth and solid as the day it arrived," said one editor.

A few months later, we're debating the necessity of the crew cab configuration and deciding if we could live with the likable Colorado midsize instead. That's the thing about pickup trucks; they're always useful, until they're not.

"And where do I end up?" asked one editor, rhetorically. "Frickin' IKEA, a flat-pack paradise that only exists because some Svenn or Bjorn couldn't fit a fully assembled table into his Saab 96. I needed to buy some IKEA trim. That was the one day

I actually used the darn truck. The rest of the week, it was blocking my driveway with its squared-off bigness."

Nevertheless, there are always errands that require a full-size truck. We moved broken-down motorcycles, broken-down cars and a bunch of other broken stuff that wouldn't fit in, or be towed by, a smaller version of the Chevy. It was at those times, and when Michigan was hit with one of its biggest-ever snowstorms, that we truly appreciated the bruiser.

"Drove back through a snowstorm that paralyzed metropolitan Detroit," wrote one staffer. "The Silverado didn't miss a beat."

In all, we drove nearly 6,000 miles in the quarter, spent about \$1,000 on gas and logged a touch below 16 mpg combined. Miles are up from last quarter, while fuel efficiency is down just a tad.

THIRD-QUARTER UPDATE

AS-TESTED PRICE: \$52,450

MILES DRIVEN (QUARTER/TO DATE):
5,936/18,015

FUEL ECONOMY (QUARTER/TO DATE):
16 mpg/16.5 mpg

FUEL COST (QUARTER/TO DATE):
\$959.06/\$3,713.54

DAYS OUT OF SERVICE
(QUARTER/TO DATE): None/none

MAINTENANCE: 15,000-mile service, including oil change; tire rotation; lubricate suspension, steering components, body hinges and latches; top off fluids, general inspection (\$63.50)

We stopped into the dealership for our 15,000-mile service, which included an oil change; tire rotation; lubrication of the suspension, steering components, body hinges and latches; and fluid top-off. It only





cost us \$64. As it did in previous quarters, the Silverado ran just like a Maytag.

It was our comings and goings this winter—most of which didn't involve using the truck to its full capacity—that cooled us on the big \$52,450 pickup.

But its giant size and price, which garnered some complaints from editors and readers alike, don't matter as much after hauling something too big for a minivan, or when it's too cold outside or when towing a broken Packard on a trailer. That's when you can slink back into the cabin, fire up the heated seats and steering wheel, crank up the Zeppelin and forget about what's in the back, at least until you have to unload it. ☹



JOSH SCOTT (4); STEVEN PHAM

\\ 2015 HONDA FIT EX

FITTING THE BILL

NOT ALL HATCHES NEED BE HOT—HONDA PROVES IT

BY GRAHAM KOZAK

□ OUR 2015 HONDA Fit seems like a solid default driver: an agreeable-enough five-door that's easy on the road, easy to park and easy on the wallet. Not too bad on the eyes, either. When looking for a good non-niche vehicle to round out the fleet, something able to cheerfully endure the duties drivers encounter 99 percent of the time, the recently redesigned Honda B-segment contender appeared, well, a good fit.

Yet at the end of the first quarter, we'd logged a mere 2,713.9 miles.

Given our long-term fleet's diversity, it's easy enough to see why we're not always fighting for the Fit's keys.

It is however an honest, reasonably priced car, and there's a lot to be said for that. We remind ourselves that the sticker is just \$18,225—a little more than half the average new-car transaction price these days—every time we start to curse the lack of built-in

FIRST-QUARTER UPDATE

AS-TESTED PRICE: \$18,225

MILES DRIVEN: 2,713.9

FUEL ECONOMY: 30.6 mpg

FUEL COST: \$221.41

DAYS OUT OF SERVICE: None

MAINTENANCE: Purchase and install winter tires (\$553.52)

GPS navigation or satellite radio. In our experience, the smartphone you're glued to every waking moment renders built-ins largely redundant, anyway.

The Fit's strengths don't lie in its frills—there are none (save for the useful, blind spot-erasing Honda LaneWatch passenger side-view mirror). Nor can we gush about kartlike handling, eager brakes or aggressive clutch; inputs are uniformly light, and there's a fair amount or roll in corners.

Yet the Fit focuses well on mass-market fundamentals: an excellent interior configuration and budget-friendly powertrain. Unless you regularly buy more than 52.7 cubic feet of groceries, you'll never run out of space in the

back with the seats folded (we haven't). Although the engine drones on a bit at expressway speeds, turning near 4,000 rpm while cruising, it's still a frugal little hatch. After highway and city driving, the Fit returned 30.6 mpg. And we don't drive particularly slowly around here.

With warm weather on the horizon, we are stashing the Blizzak WS80 tires for a few brief months. But they proved indispensable when the test began. Beyond getting us through another winter, they added enough confidence to our daily drives that we might or might not have practiced a few handbrake turns on some snow-covered streets.

So perhaps the Fit EX isn't the hot hatch of our dreams, but we knew that'd be the case. With a few quarters to go, we suspect we'll come to appreciate its predictable solidity—if nothing else, regular stints in a competent, B-segment car should keep us from ever taking the more exotic stuff we drive for granted. ☹

AUTOFILE

2014 CADILLAC CTS VSPORT



LIKES:

- Lightweight
- Crisp-shifting eight-speed transmission
- Awesome track performance balanced by comfortable cruising feel

DISLIKES:

- After shut-off in track mode, turns on in normal
- Trunk and rear-seat space limited
- Pirelli P Zero tires get noisy very quickly

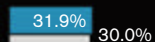
RESIDUALS:

- Premium Full-size Segment*
- Cadillac CTS Vsport

3-Year



5-Year



OTHERS CONSIDERED:

2015 Mercedes-Benz
E550 coupe

BASE PRICE: \$60,325

2015 BMW 550i sedan

BASE PRICE: \$65,850

2015 Jaguar XJ

SWB sedan

BASE PRICE: \$75,195




* Residual values and segmentation provided by ALG. For more information, visit alg.com



TRACK CADDY

THE CADILLAC CTS VSPORT COMBINES
TRACK CHOPS WITH EVERYDAY ABILITY

 CLOUDY OR sunny skies, the 2014 Cadillac CTS Vsport shows well at the track, on the street and simply sitting in the driveway.

Around town, the CTS Vsport is comfortable, quick and fun to hustle. With 420 hp on tap, getting up to speed to blend in with expressway traffic is a cinch, and its adjustable suspension and steering settings ensure it's well behaved over ruts or smooth surfaces. We find steering effort can be a bit light, but it is responsive to inputs.

Cabin surroundings are comfortable, with high-quality materials throughout. And even in this "base" Vsport form, the standard-equipment list is extensive and addresses desires of both the safety and

creature-comfort variety.

The Vsport also takes well to the track. First, a note: Autoweek does not correct its numbers. We don't fudge our real-world data for what a car might have done given ideal conditions. What you read in these pages are actual numbers measured with real equipment and relayed to you in raw, unadulterated fashion.

That said, the Cadillac did not show its best during our official testing session at Michigan International Speedway. With temperatures topping out north of 80 degrees and an average humidity level of 78 percent (with thunderstorms threatening), conditions were a far cry from ideal. Still, the car felt quick, if not quite as zippy as we'd later find. The Cadillac turned in a 5.0-second

0-60-mph time, followed by a 13.5-second quarter mile at a top speed of 107.5 mph.

On a cooler, drier day at the General Motors Proving Grounds in Milford, Mich., we managed a 4.5-second 0-60 mph and 12.8-second quarter mile, showing how widely a car's performance can vary depending on the weather.

Owners we heard from find Vsports to be consistent, powerful performers that strike a perfect balance between its luxury and sport intended uses. And compared to the competition, owners find their Caddys offer more value (i.e. features for the money) with a premium experience equaling anything from Germany.

Said one, summing up all from whom we heard: "Everything I could possibly want was already standard on (the CTS Vsport). It is a joy to drive; the acceleration is fantastic; and the steering is direct and responsive." 🏁



JOSH SCOTT (6)

VIEWS & REVIEWS

■ I got a very well-equipped CTS Vsport for base C-class money. The Mercedes-Benz did have a slightly better interior, but the CTS is a better car overall. With 420 hp and 430 lb-ft, it's almost crazy power at a fairly low rpm. Gas mileage is around 23 mpg (mostly highway), and that is with winter gas. Ride is slightly harsh, but I suspect the Pirelli P Zero run-flats have a lot to do with that. Brakes are fantastic, and the eight-speed is quick and smooth. The Germans should watch out. Cadillac might be beating them at their own game. **Mason Little, East New Market, Md.**

■ After comparing a new BMW M5 and Mercedes-Benz E63 AMG, I drove the new Vsport with "only" 420 hp and instantly knew it was the correct choice—even before taking into account the \$10K-\$25K savings. The Vsport is more than plenty quick; the half-second to 60 that it gives up over the second-gen CTS-V is more

than made up for by the light, athletic feel up on Mulholland. The magnetic ride control is really free to shine and enhance an already naturally well-balanced car instead of trying to control the heavy weight of a supercharged V8.

Michael Tupac, Los Angeles

■ This is my fourth Cadillac, having traded in a CTS-V coupe for the lighter, nimbler Vsport. The coupe was a sledgehammer, while the Vsport is a scalpel. The eight-speed is a blast, the brakes are phenomenal and the twin-turbo pulls rapidly, all in total comfort. The aluminum doors on the Vsport are a welcome change. Having owned Ferraris, Lamborghinis, Porsches, etc., folks are astonished that I drive a Cadillac. I love explaining how far we have come and what a blast these cars are. I wish more "enthusiasts" accepted this challenge and stopped marching like lemmings to the Teutonic emporiums. I am 69 years old, and my other car is a 570-hp CCX 427 Cobra replica.

Stephen Tise, Newton, Mass.

AUTOFILE NEEDS YOU!

■ **2014-15 BMW M235i, 2014-15 Mercedes-Benz CLA45 AMG, 2015 Audi A3, 2015 Subaru WRX, 2015 Dodge Challenger SRT Hellcat**

Owners: Let us know when you bought your car, what you paid, your thoughts (good and bad) and what else you considered. Include your name, address and phone number, and email to autofile@autoweek.com or fax to (313) 446-1027. We'll include a selection of owners' responses with our Autofile stories, both in print and online.

SPECS & DATA

2014 CADILLAC CTS VSPORT

PRICING & OPTIONS

Base (includes \$925 delivery): \$59,995

As-tested: \$59,995

Trim-specific standard equipment includes: adaptive magnetic shock absorbers; Brembo performance brake system w/ four-piston fixed front calipers; electronic limited-slip differential; automatic high-intensity discharge headlamps; CUE information and media control system w/ navigation, 8-inch gesture-recognition touchscreen, Bose 13-speaker surround-sound audio system, SD card slot; heated and ventilated leather front seats; heated leather steering wheel and side mirrors; automatic rain-sensing wipers; interior LED ambient lighting; split-folding rear seat; automatic parking assist; suite of safety features, including forward collision alert, lane-departure warning, lane-keep assist, blind-zone and lane-change alert, rear cross-traffic alert, rear camera

Options: None

DIMENSIONS

Wheelbase (in): 114.6

Track (in): 61.4 front, 61.7 rear

Length/width/height (in): 195.5/72.2/57.2

Curb weight/GVWR (lb): 3,950/4,967

ENGINE

Front-longitudinal 3.6-liter DOHC twin-turbocharged V6

Power: 420 hp @ 5,750 rpm

Torque: 430 lb-ft @ 3,500-4,500 rpm

Compression ratio: 10.2:1

Fuel requirement: 91 octane

DRIVETRAIN

Rear-wheel drive; transmission: eight-speed automatic; final drive ratio: 2.85:1

SUSPENSION

Front: MacPherson strut w/adaptive magnetic shock absorbers, coil springs, antiroll bar

Rear: Multilink w/adaptive magnetic shock absorbers, coil springs, antiroll bar

TRACK TEST DATA

STANDING-START ACCELERATION

0-60 mph: 5.0 sec

0-quarter mile: 13.5 sec @ 107.5 mph

PASSING ACCELERATION

30-50 mph: 1.9 seconds

50-70 mph: 2.6 seconds

BRAKING

60-0 mph: 118.9 ft

HANDLING

490-ft slalom: 44.8 mph

Lateral acceleration (200-ft skidpad):

0.84 g

INTERIOR NOISE

Idle: 41.4 dBA

Full throttle: 79.1 dBA

Steady 60 mph: 64.6 dBA

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How to Upstage a \$9,800 Emerald

Experience a luxury legend and become a member of the "Emerald Elite" with the Marquesa Pendant for **ONLY \$29!**

Chivor was one of South America's most prolific emerald mines. Empires waged war over its fabled green treasure. When it closed in 1675, it literally disappeared. Swallowed by the jungle. Lost to history. Two centuries later, Pacho Restrepo began his quest. The explorer found a few faded clues on ancient Spanish parchment in a Dominican monastery. The writings spoke of a specific mountain pass overlooking the Orinoco River, which meant that the mine could be anywhere among 50 square miles of deadly rainforest. Restrepo searched for the next eight years...

When he finally found Chivor in 1896, its green treasure took his breath away. Today, our **Marquesa Scienza® Emerald Pendant** delivers the same sensation. But you don't have to spend years searching the jungle, because this stunning specimen of lab-created emerald in .925 sterling silver can be all yours for **ONLY \$29!**

There is nothing on Earth quite like the mesmerizing green of a genuine Colombian emerald. One carat of their finest stone can fetch as much as \$9,800 per carat! For hundreds of years you had to be ridiculously wealthy to become a member of the "Emerald Elite." Not any more. Today you can bring home this legendary color...stunning, translucent and free of natural flaws...for **ONLY \$29!**

Natural emeralds are born in chaos. Deep underground they endure intense heat and pressure. As a result, most emeralds are full of inclusions and cracks. Even the finest South American stones are treated and filled to keep them from splitting. But thanks to advanced technology, Scienza® lab-created emeralds emerge as close to perfect as possible. They are visually clear and virtually free of natural flaws.

World's "greenest" emerald? Each Scienza® starts with the seed of natural emerald. In strictly controlled laboratory conditions, using intense heat of over 10,000 degrees Celsius, that tiny seed grows for seven months into a larger rough emerald. Chemically, lab-created Scienza® are identical to mined emerald. They are just as hard, and boast an incredibly rich, vivid green color. But there are also two very big differences: lab-created gemstones don't require expensive, eco-unfriendly mining and that huge savings guarantees your per-carat price won't put you in the poorhouse!

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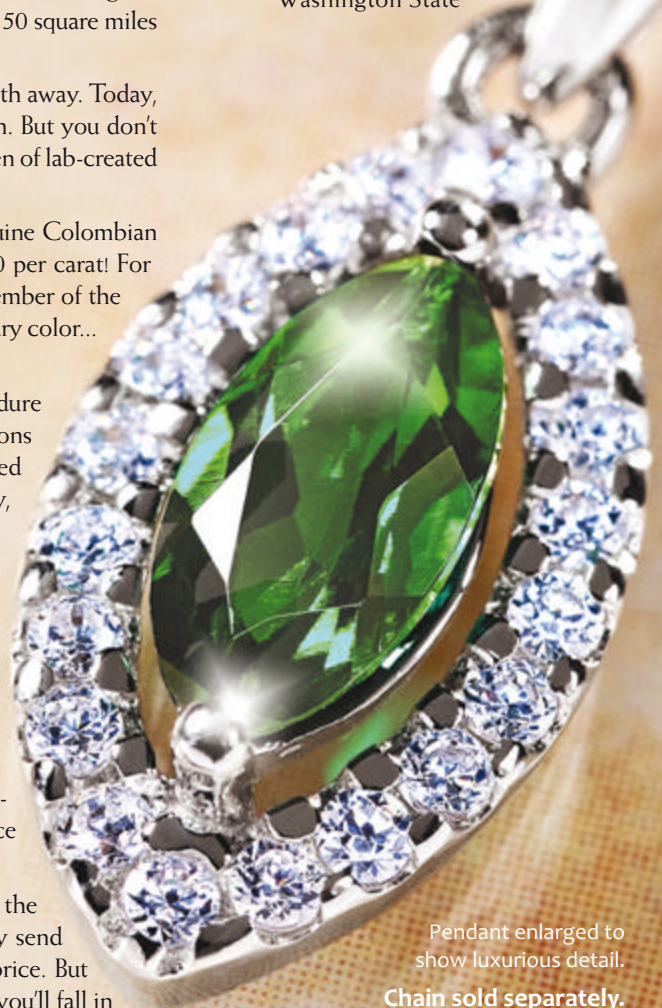
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The 2015 Australian Eagle Silver Dollar is a hefty full ounce of 99.9% pure silver bearing tons of collector pedigree. Minted by Australia's award-winning Perth Mint in gleaming Brilliant Uncirculated (BU) condition, this silver dollar is an exclusive **WORLD's FIRST**. Its design marks the *first time ever a renowned former U.S. Mint Chief Engraver designed a coin struck by another country*.

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69111/62522/62573

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4 PIECE 1" x 15 FT. RATCHETING TIE DOWNS

LOT 60405/61524
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130 PIECE TOOL KIT WITH CASE

PITTSBURGH

LOT 69331
68998 shown

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How to Outsmart a Millionaire

Only the "Robin Hood of Watchmakers" can steal the spotlight from a luxury legend for under \$200!

I wasn't looking for trouble. I sat in a café, sipping my espresso and enjoying the quiet. Then it got noisy. Mr. Bigshot rolled up in a roaring high-performance Italian sports car, dropping attitude like his \$14,000 watch made it okay for him to be rude. That's when I decided to roll up my sleeves and teach him a lesson.

"Nice watch," I said, pointing to his and holding up mine. He nodded like we belonged to the same club. We did, but he literally paid 100 times more for his membership. Bigshot bragged about his five-figure purchase, a luxury heavyweight from the titan of high-priced timepieces. I told him that mine was the *Stauer Corso*, a 27-jewel automatic classic now available for only \$179. And just like that, the man was at a loss for words.

The *Stauer Corso* is proof that the worth of a watch doesn't depend on the size of its price tag. Our factory spent over \$40 million on Swiss-made machinery to insure the highest quality parts. Each timepiece takes six months and over 200 individual precision parts to create the complex assembly. Peer through the exhibition back to see the 27-jeweled Vertex automatic movement in action and you'll understand why we can only offer the *Corso* in a limited edition.

Our specialty is vintage automatic movements. The *Corso* is driven by a self-winding design, inspired by a 1923 patent. Your watch will never need batteries.

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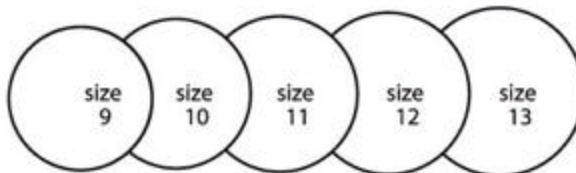
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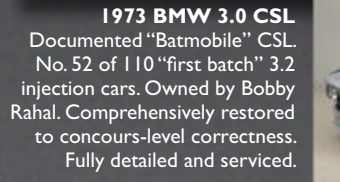
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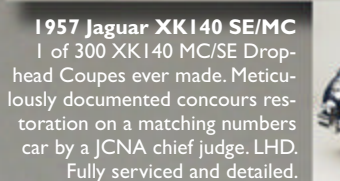
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CAN'T THEY JUST GET ALONG?

MERCEDES F1 TRYING TO KEEP TEAMMATES LEWIS HAMILTON AND NICO ROSBERG HAPPY

BY ADAM COOPER

 THE EARLY RACES OF THE 2015 Formula One season have put a sharp focus on how Mercedes now faces an unexpectedly strong challenge from Ferrari—and how that impacts the way the German team operates and manages the battle between Lewis Hamilton and Nico Rosberg.

Last year, Mercedes had such a lap-time advantage that the two drivers were rarely under threat from a third party in a straightforward dry race. Thus, the team could focus on its two drivers and do its best to treat them as fairly as possible. The policy extended to usually putting them on near-identical strategies, so neither man was handed an advantage or a

clear chance to jump the guy in front through clever pit work.

That continued into the 2015 season opener in Australia, where the cars were streets ahead of the rest. However, Sebastian Vettel's Malaysia win turned things upside down.

Following the equality principle, Mercedes pitted Rosberg and Hamilton together under the early safety car rather than splitting them and perhaps giving one driver a better shot over the other. Pitting together also badly compromised Rosberg when he had to wait for his teammate to be serviced and dropped further back in the safety-car queue.

In the aftermath, team boss Toto

Wolff conceded that in order to deal with Ferrari's threat, Mercedes might have to switch its focus and concentrate on winning the race with one or the other driver and not blindly try to keep both happy and potentially lose the race. Prior to the Chinese Grand Prix, Rosberg expressed his frustration about how splitting strategies might come into play.

"Last year, I was the guy in front in Hungary and I ended up having the little bit worse strategy," he said. "You do that because the strategies are really close and you're not sure which strategy is the better one. Definitely I don't like that personally, because it's an artificial addition to our fight, it's not a fair fight after that for one or the other."

In the race itself, things took a slightly different direction, and the controversy was not about different strategies. Hamilton and Rosberg ran first and second as expected, but early in the race Vettel was close enough to threaten Rosberg at the pit stops. Rosberg became convinced his teammate could run faster and thought Hamilton held him (Rosberg) up with the specific intent of helping Vettel grab second—and thus take vital points away from Hamilton's teammate and main title rival.

It was an extraordinary situation, played out with TV sound bites of team radio, and Rosberg's conspiracy theory was strengthened when, once his rivals had pitted, Hamilton banged out two extremely fast laps, showing that he had pace in hand. Wolff later insisted Hamilton had merely been managing his tires and had saved some performance for those last laps.

In the end, Rosberg was safe from Vettel, and it played out with the same one, two, three as on the first lap. But Rosberg was not happy after the race, and once again tensions in the camp were ramped up.

Of course, Hamilton in theory can win any Grand Prix as slowly as he pleases—looking after your equipment has always been part of a racing driver's craft; and as he argued himself, it's not up to him to help manage Rosberg's race. But the whole episode showed just how hard it is going to be for Mercedes to keep its two superstars happy.

Vettel, meanwhile, is still very much in the title hunt and continues to be a thorn in the Stuttgart manufacturer's side. This season could be a lot more interesting than the opening race suggested. 🍀

ROSE-COLORED RACING

ALONSO DEFENDS DECISION TO LEAVE F1 CHALLENGER FERRARI

BY ADAM COOPER



■ **MCLAREN-** Honda's ongoing struggles have put a sharp focus on Fernando Alonso's decision to walk away from Ferrari and rejoin the British team he left

amid some acrimony at the end of 2007.

After his first McLaren stint, Alonso, 33, spent two years at Renault before heading to Ferrari in 2010. He finished second in the world championship three times in his first four years with the team before what seemed like a dream partnership began to unravel. Ongoing promises of a better future at Maranello didn't convince him. His patience was wearing thin, and the prospect of rekindling some Ayrton Senna/Alain Prost-era magic at McLaren lured him away.

A dramatic upturn in Ferrari's fortunes coincided with Alonso's departure and his replacement—four-time F1 champion Sebastian Vettel—quickly rebuilding a reputation that took some battering with a poor final season at Red Bull in 2014. At best, many observers see the timing of Alonso's decision to leave as unfortunate, and he is starting to face regular questions from the media about it.

Alonso continues to insist his McLaren future is bright, and his main point is Ferrari is still only second best to Mercedes—and that, in effect, Vettel is welcome to enjoy that opportunity. Alonso believes the Honda package will eventually be competitive and give him a chance to win the title.

However, the package is clearly not competitive so far this season—McLaren-Honda failed to score a championship point through the first three races.

"To beat Mercedes, you need to do something different, you need to take some risks," Alonso said in China. "And that is what I decided last year to do. I finished second in the world championship three times in five years with Ferrari. I could continue two more years and maybe finish second again in two more years, but that was not enough. I prefer to risk." 🍀

Mercedes driver Lewis Hamilton leads the pack at the Malaysian Grand Prix at the Shanghai International Circuit in China earlier this month.



AERO. DYNAMIC?

INDYCAR'S NEW BODYWORK KITS
RAISE SAFETY QUESTIONS

BY CURT CAVIN



LAT PHOTOGRAPHIC

IT DIDN'T TAKE A piece of flying debris injuring a spectator last month in St. Petersburg, Fla., for IndyCar to realize the problem with the series' new bodywork kits.

Improved aerodynamic performance is fine and dandy until debris from contact spreads across the circuit.

Which brings us to the days leading up to the inaugural race at NOLA Motorsports Park southwest of New Orleans. Creative minds from Chevrolet and Honda went to work on the front wings that had come apart so easily.

For Chevy, the work was focused on securing the vertical wings on either side of the main plane, the pieces Will

Power playfully called "the rabbit ears." For Honda, it was making sure the end plates had a better chance to stay attached so the louvered pieces didn't escape like shutters in a hurricane. Remember, Chevrolet announced 123 pieces to this aero kit configuration; Honda estimated 200.

The modifications seemed to do the trick at NOLA as IndyCar's daredevils resulted in only a few broken front wings (of course, a lot else broke in the messy event); but the true test of front-wing strength was next up at the Long Beach street race lined with close concrete walls.

Safety is the ultimate gauge of effectiveness, and so far the results are not in IndyCar's

Ryan Hunter-Reay pilots a Honda-powered Dallara Indy car at NOLA Motorsports Park. The car has an aero kit with as many as 200 new parts.

favor. Brigitte Hoffstetter, who is six months pregnant, was standing near a concession stand several hundred yards away from St. Petersburg's turn 10 when a wing piece struck her in the head. She stumbled and fell backward, suffering a depressed skull fracture. She was taken to Bayfront Medical Center and kept for two days.

Hoffstetter's attorneys filed court documents obtained by the Tampa Bay Times that indicate she will sue. IndyCar has the piece of debris that apparently came from contact involving series rookie Gabby Chaves and Marco Andretti on

lap 34. Chaves was penalized for avoidable contact.

There was little chance of another such injury at NOLA given that spectators aren't close to the high-contact zones, and it's clear the IndyCar drivers learned something about the fragility of the new aero kits. There was far less contact in that form.

"There is a limit that's different than last year," Tony Kanaan said of the allowable contact. "I think we all saw what that limit is. You can't be as aggressive, although you know we will be when we feel like we have to be."

Power was trying to make

a pass for the lead in St. Petersburg when the right vertical piece broke off.

Clearly, the car's performance wasn't going to be the same after that.

"He found out it's certainly not window dressing," said Chris Berube, Chevrolet's program manager for IndyCar. "It was noticeable when it was missing."

Six such pieces broke that weekend on the Chevrolet side, seven from Honda. Teams noticed that the expense was considerable: about \$20,000 per set.

Honda also made a modification to its rear wheel guard. At NOLA, there were only three damaged front wings from contact.

The three-car crash that ended the NOLA race (involving Simon Pagenaud, Ryan Hunter-Reay and Sébastien Bourdais) could have happened in any race where competitors are this close in talent.

The macro question is, were

the kits necessary in the first place? Yes, they added variety to the look of the cars, and almost everyone can see the difference while parked in the pits.

But picking a Honda from a Chevrolet at high speed isn't as easy as it sounds. Different engine covers help, with Honda's more horizontal and Chevrolet's sloping quicker to the rear.

The manufacturers seem happy, especially after Honda fared better in the sloppy NOLA race, with James Hinchcliff winning and Schmidt Peterson Motorsports teammates James Jakes and Simona de Silvestro finishing third and fourth, respectively (Chevy driver Hélio Castro-neves was second). In St. Petersburg, the top-seven finishers carried Chevrolet's logo.

For now, Chevy and Honda report most teams sticking to the manufacturer recommendations because there hasn't been a movement toward



LAT PHOTOGRAPHIC (2)

teams adding aerodynamicists for their own perspective. But that could happen as the kits evolve, with new bits providing different options.

The kits in play now will be used through the May 9 road race at Indianapolis Motor Speedway, and then the superspeedway kits step forward. Teams only started to receive those bits April 1, and they didn't have all of them as of our press time.

If the Indianapolis 500 follows a competitive path simi-

lar to the season's first two races, Chevrolet has an advantage, in part because the four-car Penske and Ganassi teams are stronger than the many smaller Honda teams.

Then again, IndyCar is working its way out of the spec-equipment era, so any differentiation is welcomed, even if there's a hiccup or two to start the season. 🍀

Curt Cavin is an Indianapolis Star staff writer.



James Hinchcliff, above and here, won at NOLA Motorsports Park in a 47-lap race, with 26 of those coming under caution.

FAST FIVE:

Hélio Castroneves

□ HÉLIO CASTRONEVES IS A THREE-TIME INDIANAPOLIS 500 winner and a four-time runner-up for the Verizon IndyCar Series championship. Still, the Brazilian is arguably best known as the season five winner on TV's "Dancing with the Stars." Autoweek caught up with the 39-year-old racer recently in Detroit, where he was on a promotional stop for the Chevrolet Detroit Belle Isle Grand Prix weekend, May 29-31.

Autoweek: Earlier this season at St. Petersburg, you finished a strong fourth overall, but you were third among Team Penske drivers. With a team that also includes Will Power, Juan Pablo Montoya and Simon Pagenaud, if you finish first on your team every week, would you say you're probably in good shape for race wins and for the championship?

Hélio Castroneves: Even in practice, it's like we're racing, but at the end of the day, we're very much together. I do feel that part of the success of Team Penske is about pushing each other. We've got to be careful out there, because unfortunately there is only one winner. We've got to remember this is Team Penske, and we want to bring home a championship for Roger.

AW: Which one of the four Team Penske drivers gets Roger in his ear on race day?

HC: It's me. Roger is still a very competitive guy. He gives me the information that I need and even more. I have a good strategy guy.

AW: What do you think of the look of the car with the new aero kits?

HC: This car is not brand new. It's a modification from 2012. If you have to do it over again, you might have a different mind as to how it would look. Chevy and Honda did an outstanding job with the aero kits, pushing to the limits the areas that will produce the best performance. To find 100 pounds of downforce in these cars is difficult, and they found 500-700 pounds. That's a ridiculous amount.

AW: When you are at a promotional appearance away from

the track, are you recognized more for being an Indy 500 winner or for winning "Dancing with the Stars"?

HC: For sure, more for "Dancing." Most on the female side know me for "Dancing," which I have no problem with.

AW: Did you have any idea what "Dancing with the Stars" would do to your career?

HC: I was told that season there were 24-25 million people watching the show. It's a lot more than now. That show is always with me. Anytime I go to a place, even if it's a small party or get-together, it's like, "Come on dancing queen, come over here." What do they want me to do, a foxtrot with 50 Cent playing in the background? But I always enjoy it. 🌟



COMP NHRA



PAYING IT FORWARD

NHRA SUPER-SPONSOR TERRY CHANDLER LIVES HER DREAM WHILE HELPING OTHERS

BY STEVEN COLE SMITH



GARY NASTASE, NHRA MEDIA (2)

THE ARGUMENT BEGAN almost from the moment we sat down with Terry Chandler during the NHRA Gatornationals at Auto Plus Raceway in Gainesville, Fla. It continued the whole weekend.

Said Chandler, repeatedly, "I'm so boring. Sorry, but there's really nothing about me that is interesting."

Said Autoweek, repeatedly, "We disagree."

You decide.

Chandler, 63, looks far more like a Cracker Barrel hostess than the backer of two Top Fuel Funny Cars running the entire NHRA 24-race Mello Yello schedule.

During a break in the Saturday eliminations, Chandler served up cake in the team hospitality tent in honor of the retirement of her personal pilot. (She and her husband, Doug, have a Pilatus, a Hawker 4000 and a

Falcon 900. Did we mention she is not a Cracker Barrel hostess?)

So far, you might be tempted to agree with Chandler: The NHRA pits are full of well-heeled racers. So what if she funds a pair of Funny Cars? Plenty of businessmen and -women put their company names on the sides of cars and write it off as a business advertising expense.

Here's the difference: On the side of driver Jack Beckman's car is the Infinite Hero Foundation, a nonprofit funding multiple programs for former soldiers and their families with physical or mental challenges.

On the side of Tommy Johnson Jr.'s car: Make-A-Wish, the organization that grants the wish of a child diagnosed with a grave or life-threatening illness.

According to those in the know, two tier-one Funny Cars cost between \$4 million and \$6 million to operate at the top

Chandler sponsors the Dodge Chargers of Jack Beckman, top, and Tommy Johnson Jr., and adorns the cars with two of her favorite charities—Make-A-Wish and Infinite Hero.

level for a season. And all that comes from the pockets of Chandler's jeans, which she buys at Walmart. Not a penny of the money donated from people to the two charities goes into the operation of the cars. They are seven-figure billboards, taking the message to race fans each year in person and on TV.

In return, Chandler makes one demand: She likes to stand at the starting line, wearing a team shirt, and cheer. Not against anyone—she isn't like that—but for her "family" at the racetrack.

So where do "boring" people like Chandler come from? In her case, New

Mexico, where she was raised poor, caring for her quadriplegic mother, left that way as the result of a botched operation. Her father scratched for a living in the oil fields as a pumper. "There was no money back then," Chandler recalled.

But there would be, later.

Chandler's dad, John R. Gray, started his business as a one-man operation. In 1974, he partnered with another oilman, Mack Chase, and they founded Marbob Energy. Together, they began working the Yeso Formation in southeast New Mexico, a field few thought was worth the trouble. It soon became the state's largest producer.

Chase then began his own company, leaving Marbob in the hands of Gray, who died in 2001. Chandler's younger brother, Johnny Gray, became the president; Chandler's husband was vice president. In 2010, Concho Resources bought Marbob for \$1.65 billion, split between Johnny Gray and his big sister.

So how did Chandler get into drag racing? Johnny Gray was a lifelong racer. "As a kid," she said, "that's all he cared about." Her brother raced oval tracks, dirt, even NASCAR, "but when he said he wanted to race a Top Fuel Funny Car, well, that about scared me to death," Chandler said. "But family is extremely important to me, and that was his passion, so I supported him the best I could."

In the early days, she went to a lot of her brother's local races, even helping him sell T-shirts so they could afford to buy gas to go home from the track. One night years ago, at the old Longhorn Speedway in Austin, Texas, she was all the pit crew he had. He came flying off the track and yelled, "Check the oil pan! Check the oil pan!"

"I never dove under a car so fast in my life," Chandler said. "But then I came up and said, 'What's an oil pan?' He took off, threw gravel all over me. Unmerciful! But when we got home that night, I learned what an oil pan was!"

Her brother insisted she start coming to some of the big-time drag races. All her life, she had stayed near home, caring for people, because that's what she did. But with the business sold and her parents gone, there was no one left to care for. "You're about to see," Gray told his sister, "that there's a whole different world out there."

So she started going to the drag races. "I saw so many places I had never seen. I realized the whole world isn't a desert!"



Her brother retired a couple of years ago as a Funny Car driver with Don Schumacher Racing. When he left, Chandler decided she wasn't quite ready to give up drag racing: "I'd become so close to all the people at DSR."

She talked it over with her husband, whose passion is competition shooting; Chandler doesn't much care for that sport. "And Doug doesn't like drag racing. At all. 'Hurry up and wait!' he says about it." But if that's what she wanted to do, she had his blessing.

She began sponsoring a car part time—it turned into full time and two cars. To say it wasn't a solid financial investment is an understatement; despite having two charities on the cars, it is not tax deductible. "I'm just trying to pay it forward," she said. "I've been blessed. And I just want to help."

And it's genuine. "You should see her interact with the Make-A-Wish kids," said Jeff Wolf, who handles communications for DSR. "When she is with them, no one else exists."

She has gained respect from other teams. "The Lord has blessed her financially, and she is just giving it back," said John Force, a team owner and 16-time Funny

Chandler, above with Don Schumacher Racing Top Fuel driver Antron Brown, is a cheerleader for the NHRA and rarely too far from the starting line on race day.

Car champ. "To build programs that allow Tommy Johnson Jr. and Jack Beckman to race—she's just awesome. She is promoting great charities and she's a real blessing for our sport."

It would be nice to say that her drivers, Johnson Jr. and Beckman, squared off in the finals at the Gatornationals, but that didn't happen.

How about the next-best thing? At the next race, the NHRA Four-Wide Nationals at Charlotte, N.C.'s zMAX Dragway, Beckman—the 2012 Funny Car champ, a former U.S. Air Force sergeant and a cancer survivor—won the Funny Car title in his Infinite Hero 2015 Mopar Dodge Charger.

"I love to race," said Chandler. "And bless my heart, I love to win. These gold-darned cars, I just love 'em." Even the oil pan. And yes, she knows where that is. 🏆

Learn more about Infinite Hero at infinitehero.org and Make-A-Wish at wish.org

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CHARGING INTO THE FUTURE

FORMULA E MULTIYEAR DEAL WITH MEDIA-COMPANY SHAREHOLDERS GIVES SERIES EXTENDED LIFE

BY GARY WATKINS



□ WHILE THE FIA FORMULA E Championship for electric vehicles made racing history with its arrival in the U.S. for races in Miami and Long Beach this spring, neither event was even the most significant for the series so far in 2015.

Formula E's deal with Liberty Global and Discovery Communications, two companies controlled by U.S. media mogul John Malone, to take a stake in the series was much more important. The influx of funds from the U.S. that has made Liberty and Discovery combined the biggest shareholder—though still a minority stakeholder—guaranteed the future of a series that was struggling to pay its bills.

Formula E founder Alejandro Agag admitted as much. He wouldn't put a figure on the investment of the Malone companies, only saying that it was "very

big" and that it guaranteed the future of Formula E for "(multiple) seasons."

"When you are discussing with car manufacturers and big sponsors, they want to know that the championship is going to be here in two years, five years or 10 years," said the Spaniard. "Two weeks ago, the answer to that question was 'we really hope so'; now the answer is 'yes.'"

"Formula E was a great idea and a fantastic start-up; now it is neither of those things—now it is a solid long-term company with shareholding from two major global media conglomerates."

Formula E has so far hit its goal of providing exciting racing with electric vehicles in city centers. Yet, it has still struggled financially.

The new funding means it can push on beyond Miami and Long Beach, through to the end of its inaugural schedule, which climaxes with a

doubleheader race in London in June, and into season two when the series' 10 teams will be able to start developing the powertrains of their Spark-Renault SRT_01E Formula E racers.

In the meantime, the series will have a little more time to grow on the fans. Each driver competes in two cars—they jump from one to the other midrace—and making the 28 kWh of power available from the battery in both is the name of the game.

The Miami ePrix, held March 14 on a 1.35-mile track incorporating two straights up and down Biscayne Boulevard and a loop around the AmericanAirlines Arena, home to the NBA's Miami Heat, created 39 laps worth of frenetic, yet quiet, racing. A Formula E Spark-Renault, which in race trim has the equivalent of a shade over 200 bhp, isn't fast, but a pack of 20



Clockwise from opposite page: Nelson Piquet Jr. races to the win at Long Beach; electric cars take over the streets of Long Beach, Formula E's second U.S. stop; Nicolas Prost gets ready; the Long Beach podium, from left, included Jean-Éric Vergne, Piquet Jr. and Lucas di Grassi.



of them on a narrow street course does make for good racing.

Nicolas Prost, son of four-time Formula One champion Alain Prost, came out of the pits right with race leader Daniel Abt. Prost, a Frenchman who drives for the e.dams team, was happy to sit on the German driver's tail, safe in the knowledge that he had completed one more lap in his first car and therefore had one fewer lap to do in his second. The math wasn't exactly difficult.

Abt had to start conserving energy with two laps to go and Prost swept past into the lead, holding off a late challenge from series debutant Scott Speed to become the fifth different winner in the first five Formula E races.

Then, at Long Beach on April 4, an estimated 23,000 fans took advantage of free admission to watch Nelson Piquet

Jr. win his first race in the series on some of the same streets where his father recorded his first Formula One race win 35 years ago.

Piquet Jr. led nearly the entire way to give the China Racing team its first win in the series. Former Formula One driver Jean-Éric Vergne and Lucas di Grassi completed the podium.

With the win at Long Beach, Piquet Jr. moved into second place in the season standings, just one point back of di Grassi with five races remaining in the inaugural 11-race season.

The next stop for the series is the Monaco ePrix on May 9.

And thanks to Malone, Formula E won't be coming off the power in its quest to bring EV racing to the people. Its financial batteries are fully charged. 🌱

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CHASING THE CHASE

DESPITE A THREE-RACE SUSPENSION, KURT BUSCH REMAINS ON PACE TO MAKE NASCAR'S POSTSEASON

BY AL PEARCE

□ DESPITE MISSING three early-season races, Kurt Busch already has satisfied one eligibility requirement for NASCAR's annual Chase for the Championship. The 2004 Sprint Cup champion is easily top 30 in points, the first criteria to advance into the 10-race, championship-deciding playoff series.

The field includes up to 16 winners from the first 26 races, through Richmond on Sept. 12. If there are fewer than 16 winners, the highest-ranked non-winners complete the field. (That's how winless Matt Kenseth, Ryan Newman and Greg Biffle qualified last year.) If there are more than 16 winners, number of wins and points break the ties.

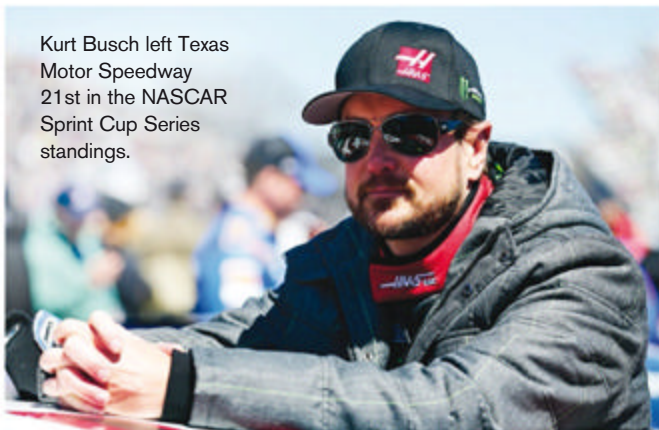
By rule, drivers must have

attempted to run every race to be Chase eligible. On Feb. 20, NASCAR indefinitely suspended Busch after a former girlfriend last fall accused him of domestic abuse in Delaware. He was reinstated March 12, shortly after the Dover district attorney said Busch would not be indicted.

Busch missed the Daytona 500, Atlanta and Las Vegas races, but was fifth at Phoenix, third at Fontana, 14th at Martinsville and 14th at Texas to reach 21st in points. Even if he doesn't win by Richmond—the final race in NASCAR's regular season—he could still make the Chase via points earned in 23 races.

Similar to what it did for Tony Stewart last year, NASCAR waived the start requirement for Busch. "The elimination of the possibility

Kurt Busch left Texas Motor Speedway 21st in the NASCAR Sprint Cup Series standings.



of criminal charges removed a significant impediment to Kurt's return to full status," NASCAR vice president Steve O'Donnell said. "We have moved him to indefinite probation and waived the Chase requirement, and made it very clear our expectations for him moving forward."

Four-time champion Jeff Gordon has no issue with Busch still being Chase eligible. "They want teams that support the series in the Chase," he said, "and Stewart-Haas Racing certainly does that. (The waiver) is for drivers who miss races because of something not of their own

doing. With Kurt's situation playing out like it did in Dover, I have no problem with him being eligible for the Chase."

Driver-turned-commentator Kyle Petty, however, was more cautious. "To me, the waiver is for medical reasons or an extenuating circumstance out of anyone's control," he said. "His suspension was a penalty, and I think granting a waiver for a suspension or penalty is a slippery slope. But they did a stand-up job to confront the (abuse) issue head-on. In this political environment and how things are, we can't have that in our sport." 🍌

RACING ON TV

FRIDAY, MAY 1

- NASCAR Xfinity final practice, Talladega, Ala.; 11:30 a.m., Fox Sports 1 (L)
- NASCAR Sprint Cup practice, Talladega, Ala.; 2 p.m., Fox Sports 1 (L)
- NASCAR Sprint Cup practice, Talladega, Ala.; 4:30 p.m., Fox Sports 1 (L)
- ARCA Racing International Motorsports Hall of Fame 200, Talladega, Ala.; 6 p.m., Fox Sports 1 (L)

SATURDAY, MAY 2

- World Endurance Championship, Spa-Francorchamps, Belgium; 8:30 a.m., Fox Sports 1 (L)
- World Endurance Championship, Spa-Francorchamps, Belgium; 11 a.m., Fox Sports 2 (L)
- NASCAR Sprint Cup qualifying, Talladega, Ala.; noon, Fox Business Channel (L)
- NASCAR Xfinity qualifying, Talladega, Ala.; 11 a.m., Fox Sports 1 (L)
- World Endurance Championship, Spa-Francorchamps, Belgium; 1 p.m., Fox Sports 1 (L)
- NASCAR Xfinity Winn-Dixie 300, Talladega, Ala.; 3 p.m., Fox (L)

SUNDAY, MAY 3

- MotoGP World Championship, Grand Prix of Spain; 7:30 a.m., Fox Sports 1 (L)
- NASCAR Sprint Cup Talladega 500, Talladega, Ala.; 1 p.m., Fox (L)
- Tudor United SportsCar, Mazda Raceway Laguna Seca, Laguna, Calif.; 4 p.m., Fox Sports 1 (L)

FRIDAY, MAY 8

- Formula One practice, Barcelona, Spain; 8 a.m., NBCSN (L)
- NASCAR Sprint Cup practice, Kansas City, Kan.; noon, Fox Sports 1 (L)
- NASCAR Sprint Cup final practice, Kansas City, Kan.; 2:30 p.m., Fox Sports 1 (L)
- NASCAR Camping World Truck Series qualifying, Kansas City, Kan.; 4:30 p.m., Fox Sports 1 (L)
- NASCAR Sprint Cup qualifying, Kansas City, Kan.; 6:30 p.m., Fox Sports 1 (L)
- NASCAR Camping World Truck Series, Kansas City, Kan.; 8:30 p.m., Fox Sports 1 (L)

SATURDAY, MAY 9

- Formula One practice, Barcelona, Spain; 1:30 a.m., NBCSN (L)
- Formula One qualifying, Barcelona, Spain; 8 a.m., CNBC (L)
- FIA Formula E Championship, Monaco; 10 a.m., Fox Sports 1 (L)
- Verizon IndyCar, Grand Prix of Indianapolis; 3:30 p.m., ABC (L)
- GP2, Barcelona, Spain; 5 p.m., NBCSN (S)
- NASCAR Sprint Cup SpongeBob SquarePants 400, Kansas City, Kan.; 7:30 p.m., Fox Sports 1 (L)

SUNDAY, MAY 10

- Formula One Spanish Grand Prix, Barcelona, Spain; 8 a.m., NBCSN (L)

L = live, S = same day

*All times Eastern

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PHOTO WITH CAPTION



Not sure what kind of vehicle this is, exactly. We do know you can't beat its deep bumper sticker on the middle part that reads: "What if the Hokey Pokey IS what it's all about?"

BILL RUFF

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WHICH IS WHICH?

Which two of the following NASCAR Sprint Cup races are actually on the 2015 schedule?

- A. SpongeBob SquarePants 400
- B. Jeff Foxworthy's Grit Chips 400
- C. Goody's Headache Relief Shot 500
- D. Crown Royal presents the Larry the Cable Guy 400 at the Brickyard
- E. The Swipe Left 500 presented by Tinder

PHOTO WITHOUT CAPTION



STUART BERWICK

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CHARLES KELLY

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(Yep, we know this was all over the Web already, but we're still laughin'.)



BOB MCKINLEY

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